

A map of the MBTA service area, showing the dense network of bus routes in the Greater Boston area. The routes are highlighted in red and orange, contrasting with the blue background of the map. The map includes the city of Boston and surrounding areas, with the coastline visible on the right and bottom edges.

MBTA Bus Facility Modernization Program New Quincy Maintenance Facility Update

Virtual Public Meeting
December 16, 2020
5:30 p.m.

How to Participate in the Meeting

Virtual Public Meeting
December 16, 2020
5:30 p.m.

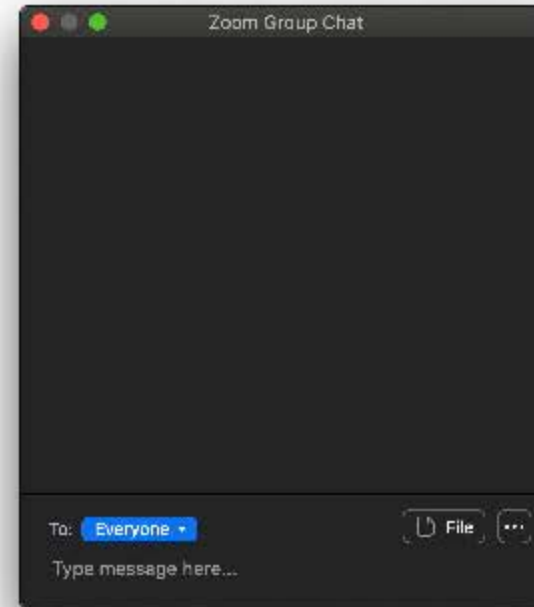
- Please use Zoom's "Raise Hand" feature to indicate if you have a comment. If you have a comment, please raise your hand and wait for the moderator to give you permission to speak.
 - By default, all attendees are muted so that only the presenters can be heard. When you raise your hand, it alerts the moderator that you'd like to speak. The moderator will unmute attendees to ask questions in the order that they raised their hands.



To speak, click
"Participants"
then
"Raise hand"



Send a chat
to the moderator



***9**
Raise Hand

Agenda

- MBTA Bus Facility Modernization Program update
- Overview of proposed project
- Project status update
- Next steps
- Questions and comments

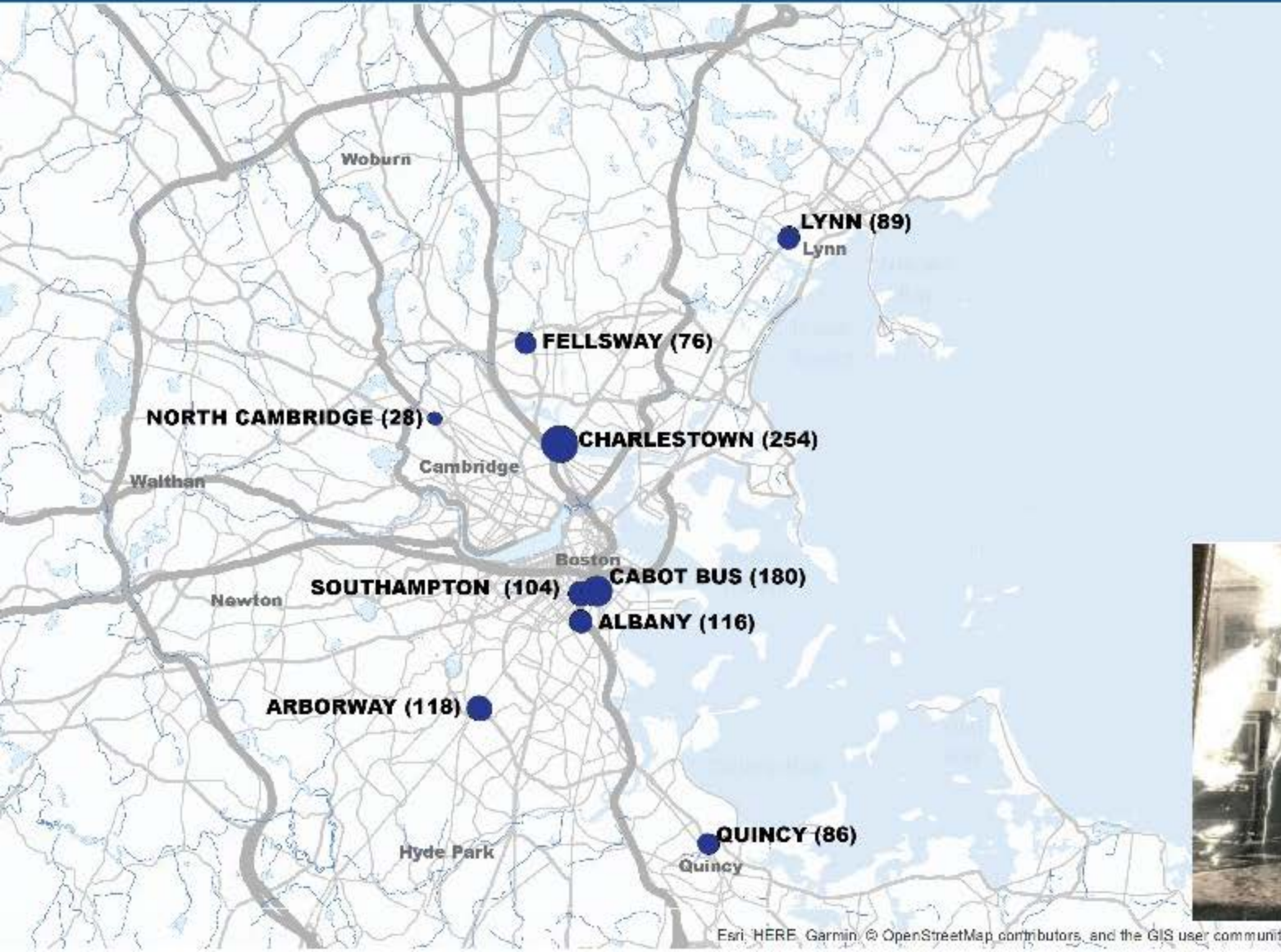


Bus Facility Modernization Program Goals



1. Create state-of-the-art, efficient work environments for our employees who keep the fleet clean and reliable
2. Expand the capacity of the system so we can add more buses and extra service, especially during peak periods
3. Design the facilities to accommodate a zero-emissions fleet of battery-electric buses

Existing Bus Maintenance Facilities



9

Maintenance garages

54

Average age of a facility

1925

Year of the oldest bus facility constructed

Quincy - In operation initially as streetcar facility (1904 or earlier); accommodates 86 buses



Top Priority: Replace the Quincy Bus Garage



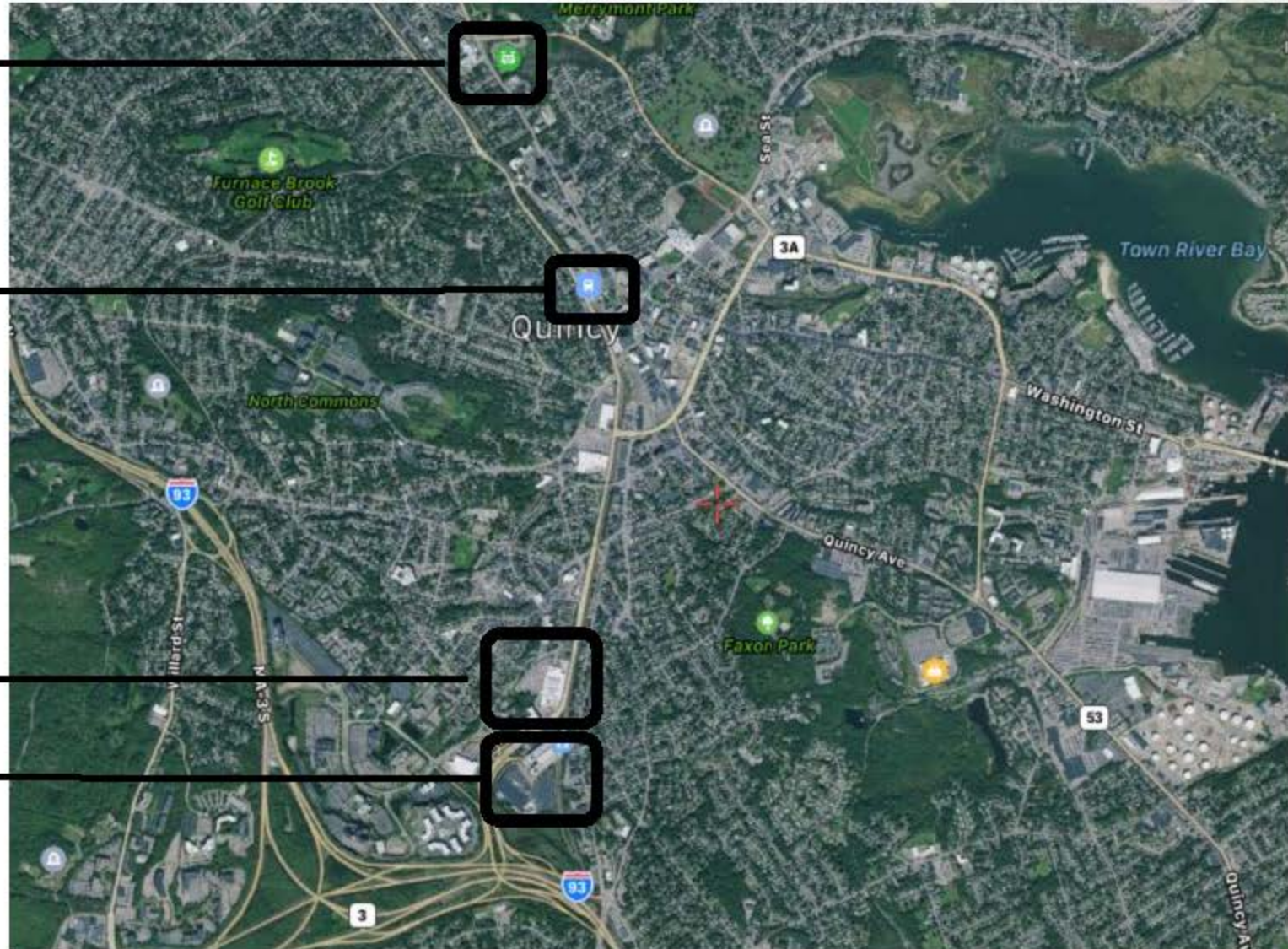
Location Map

Existing Quincy Bus Facility

Quincy Center Station

New Quincy Bus Facility

Quincy Adams Station



Project Overview

Building

- Capacity to store and maintain up to 135 buses (both hybrid and battery electric buses)
- Additional storage and office space for MBTA employees

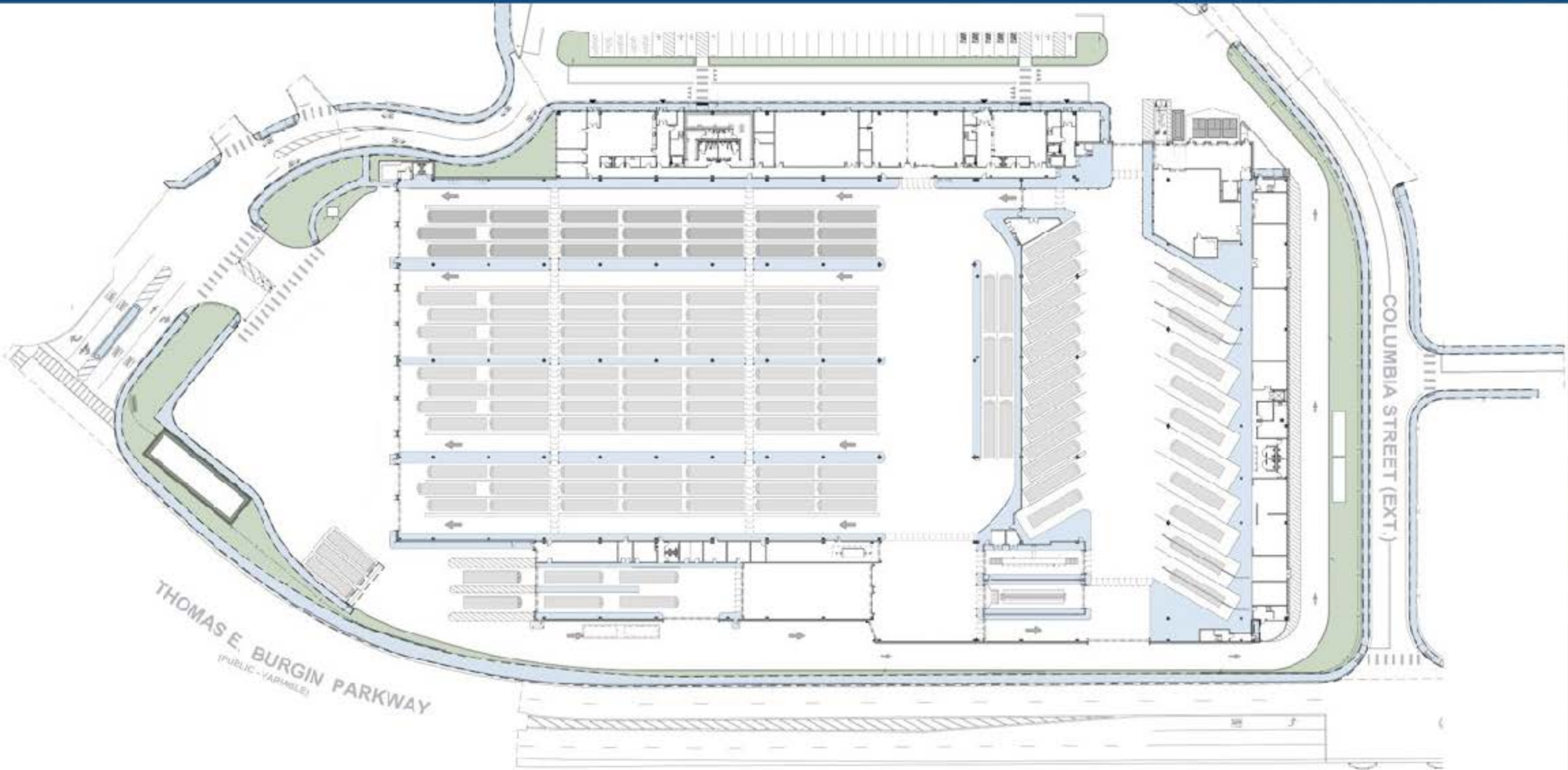
Site

- New sidewalk on Burgin Parkway
- New shared use path through the site and Grasso Park to Quincy Adams MBTA Station
- Secondary access created with extension of Columbia Street to Burgin Parkway
- 235 parking spaces
- Proposed electrical substation/switching station sited adjacent Burgin Parkway

Area

- New signalized intersection on Burgin Parkway/Columbia Street
- Pedestrian improvements at Burgin Parkway/Penn Street

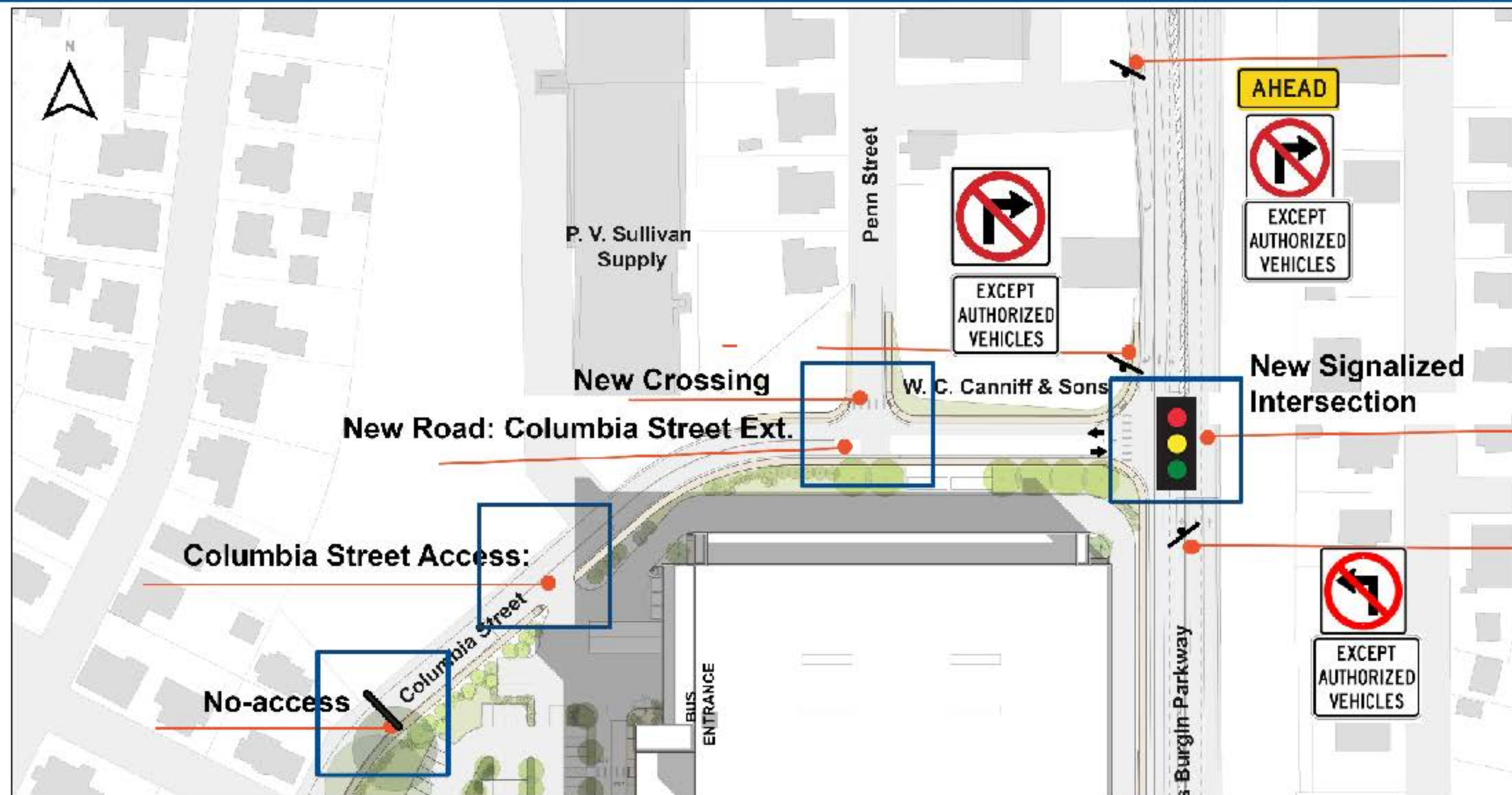
Building Layout



Site Plan

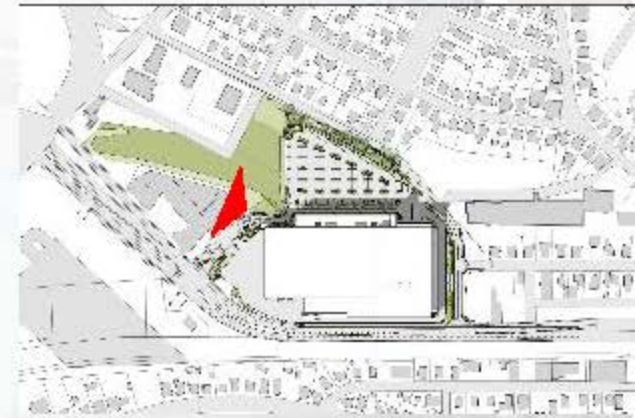


New Signalized Intersection with Restricted Access



MBTA is actively coordinating with the City of Quincy on exact approach to access restriction

Views from Deco Complex



DRAFT Concept for Planning Purposes

View from Taber Street



DRAFT Concept for Planning Purposes

View from Burgin Pkwy South



DRAFT Concept for Planning Purposes

Project Updates

- Exploring opening with partial battery electric fleet
- Incorporating shared use path
- State and Federal environmental review complete
- Safety improvements at Burgin Parkway/Penn Street complete
- Bus operator and maintenance employee engagement
- Transition to final design in progress – Steve Belanger, MBTA project manager

MBTA Battery Electric Bus Implementation

- MBTA intent is to open facility with partial fleet of battery electric buses (BEBs)
- Total fleet size and number of BEBs at opening is to be determined
- Working through utility coordination; operational and service implications

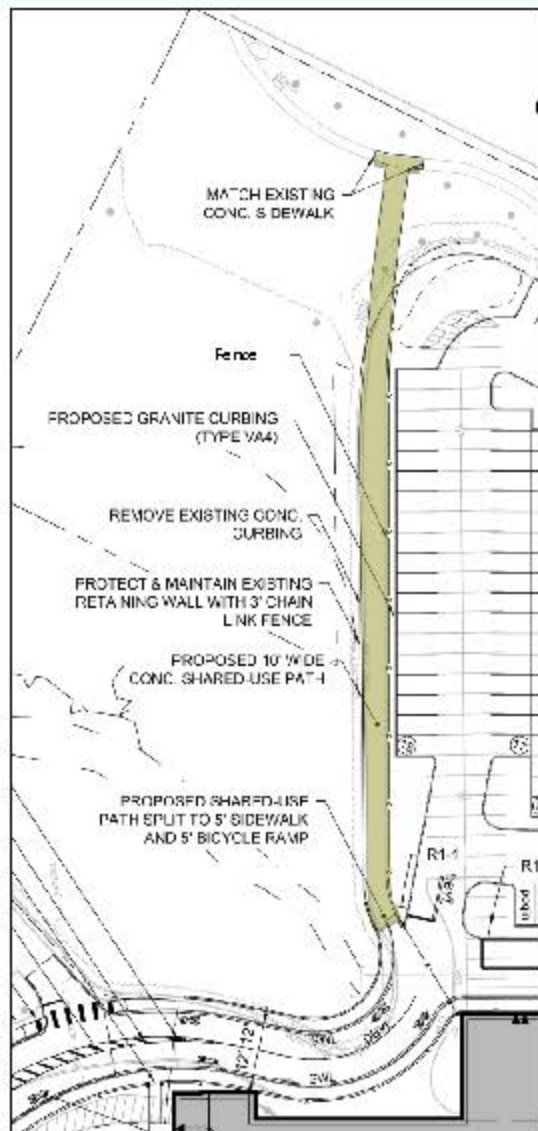
Benefits of battery electric buses

- **Quieter** – Noise from mobile sources will be lower with BEBs. Although hybrids would also be able to operate within the facility on battery power.
- **Cleaner** – Emissions from mobile sources will be lower with BEBs. Although hybrids would also be able to operate within the facility on battery power.



Shared Use Path

- MBTA widened the path connecting Grasso Park and Penn Street to 10 feet to accommodate both pedestrians and bicyclists
- Responds to local concerns about bicycle access, provide multimodal connection to Quincy Adams MBTA Station



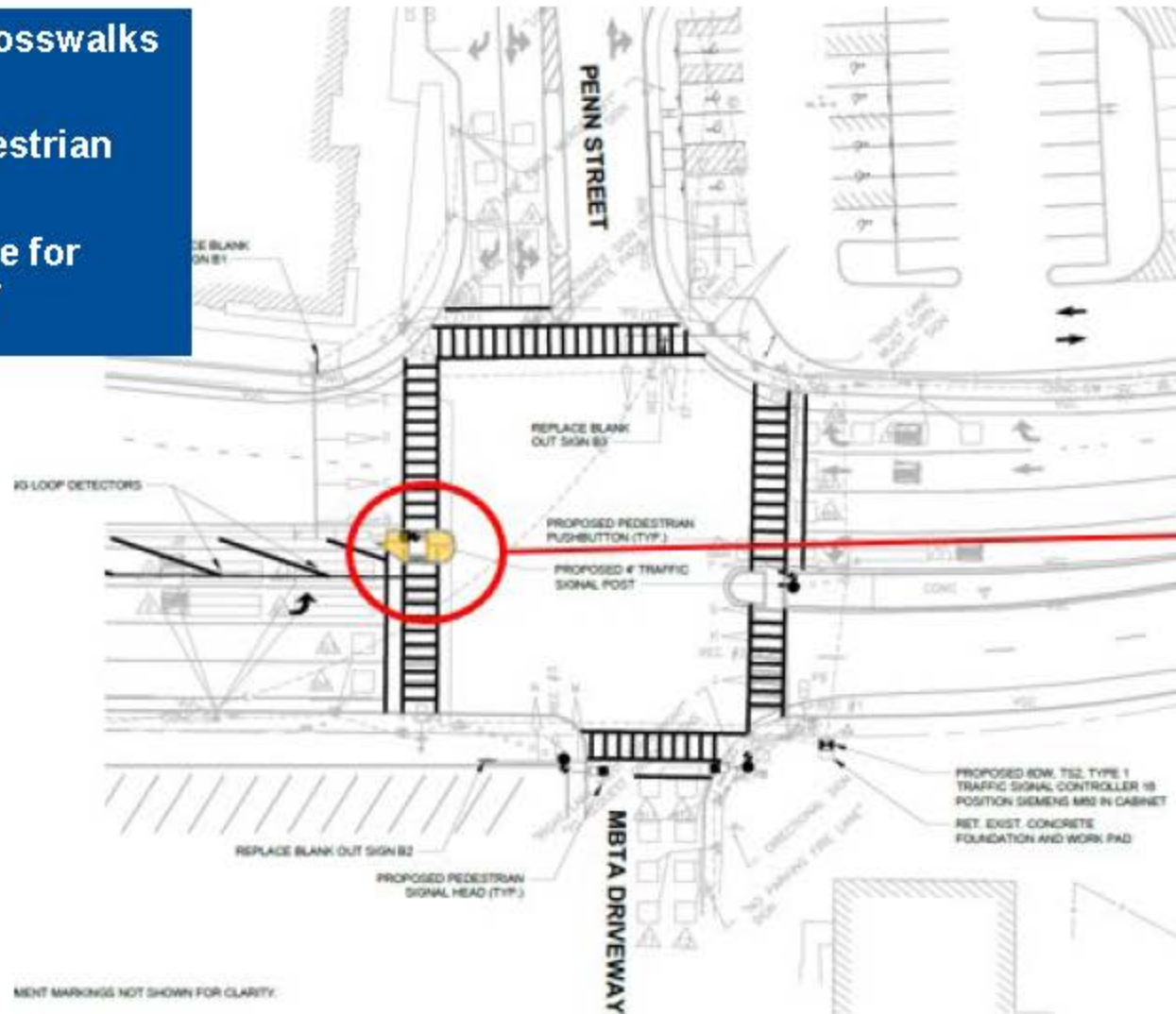
State and Federal Environmental Review

- Massachusetts Environmental Protection Act certificate awarded November 6 – no Environmental Impact Report required
 - ✓ Hosted consultation session on 9/21
 - ✓ Responded to public comments (thru 10/29)
 - ✓ Posted all relevant materials to website
- National Environmental Protection Act Categorical Exclusion – Federal Transit Administration approved 12/11
- Working with City of Quincy to incorporate updated floodplain data into permitting applications and design



Burgin Parkway/Penn Intersection Improvements - Complete

- Re-striped the crosswalks and stop lines
- New leading pedestrian intervals (LPI)
- Upgraded signage for pedestrian safety



Operators and Maintenance Staff Engagement



Project Schedule and Next Steps

*Ongoing public
engagement and
communication*

- ✓ Preliminary Community Meeting – January 2020
- ✓ 15% Design Complete + Public Meeting – June 2020
- ✓ MEPA Consultation Session – September 2020
- **30% Design Complete + Public Meeting – December 2020**
- 75% Design Begin – January 2021
- Real Estate Acquisition – Spring 2021
- Final Design Begin – Fall 2021
- Possible Early Construction Package Bid – Fall 2021
 - Construction commencement in Winter 2021-2022
 - Potential for demolition and shared use path to be phased ahead of full construction package bid
- Full Construction Commencement – Summer 2022
- Construction Substantial Completion – Late 2024

Q/A

Scott Hamwey

Director of Bus Modernization

MBTA

shamwey@mbta.com

QuincyBus@mbta.com

Visit [**mbta.com/quincybus**](https://mbta.com/quincybus) for updates!

